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COUNTRY East Germany

SUBJECT Shipbuilding and Ship Refitting At East German  
ShipyardsPLACE  
ACQUIRED

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DATE OF  
INFO

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1. Ship Repair and Refitting at Warnemunde

- a. The YAKUTIA, the former PETER DER GROSSE, was repaired and refitted at a cost of 42 million DM. She was turned over to the Russians in January 1953.
- b. The SOVETSKIY SVOZ, the former HAISA, has cost 106 million DM to date in repairs and refitting. She is 60 percent completed. Because she would have too great a draft for the Warnow river if she were fully equipped, she will be taken to Cassnitz in the fall for completion there.
- c. The YURY DOLGORUKI, the former HAMBURG, is approximately 40 percent completed and has cost about 96 million DM. She is to be finished by the end of 1954.
- d. The ADMIRAL NAKHIMOV, the former BERLIN, is less than 40 percent completed and is scheduled for delivery on 1 May 1954.

2. Shipbuilding at Warnemunde

- a. It has been planned to complete in 1953, 38 passenger ships, 65 meters long, costing an estimated 4 million DM. The Warnow yards are to build similar ships. These ships are equipped with Daimler-Benz motors of 400 h.p.
- b. At present, the construction of an ore and coal freighter of 8,500 tons is being planned. The freighter is to have an upper deck equipped with movable cranes. Four of this type of freighter are to be built for Russia. The lead of the first freighter is to be laid by the fall of 1953.
- c. The shipyard has received an order from the Bureau for Economic Affairs (BEA) for a 2,500-ton sectional floating dock and a 20-ton floating crane.

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- d. Motor-driven lifeboats are being constructed of light metal. The Russians ordered these lifeboats for their repair ships, on which they would be suspended from so-called gravity-operated davits, so that no power unit is necessary to release them.
- e. The KOLONNA, a 3000-ton freighter, destined for Russia, has been completed at the Neptun shipyards; two other freighters are still at the yard.
- f. The USEDOM, a dredger, was enlarged at Wolgast two years ago, is now to be committed to service near Glowe on Ruegen. The WISMAR, also a dredger, is to be sent first to Warnemuende and then to Ruegen.
- g. The production quota for 1953 at the Warnow yards is to be 141 million DME. The quota for 1952 was 86 million DME.

### 3. Russian Personnel

(fnu) Smirnov and (fnu) Petrov of Karlshorst, Admiral (fnu) Fleischmann and (fnu) Shapinski of Rostock are Russian control officers for shipbuilding.

### 4. German Personnel

(fnu) Rogge

Engineer. Formerly worked at the final assembly division in Warnemuende. Has been transferred to Dessau.

Senkball, Hans

Technical director of the firm Bergmann-Borsig. Was formerly superintendent of the shipyard in Wolgast; was succeeded by the former technical director (fnu) Penning of the Wismar shipyards.

(fnu) Geist

Technical director of the Wismar shipyards.

(fnu) Druf

Superintendent of the Warnemuende shipyard. It is believed that he will be transferred to Wismar or Wolgast in order to make room for (fnu) Geist. The present superintendent of Wismar will allegedly take (fnu) Ziseniss' place as Chief of Main Administration - Shipbuilding.